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Letters and Papers relating to the Cruises of Gustavus Conyngham, a Captain in the Continental Navy, 1777-1779. Edited by ROBERT WILDEN NEESER. [Publications of the Naval History Society, vol. VI.] (New York: The Naval History Society, 1915. Pp. liii, 240.)

WHILE most of the official correspondence dealing with the predatory voyages of Captain Conyngham and the hardships which fell to his lot in British prisons has already been printed in various collections of Revolutionary documents, the zeal of the editor of this volume has added several interesting papers, some of which, he thinks, go "deeper into the well-springs of history" than the published record. From all these he has constructed a consistent narrative of his hero's roving cruises, his sufferings in captivity, and his unavailing pleas for recognition and reward from the American government. His conclusion agrees with that of Fenimore Cooper, who regarded Conyngham as a duly commissioned captain in the United States navy throughout the period when his prizes were taken. He was therefore not exposed to the penal laws against piracy, even if his commissions were "intended for temporary expeditions only and not to give rank in the Navy", as declared in an adverse report by a committee of Congress in 1784.

Nevertheless, Conyngham was apt to sail rather close to the margin of piracy, and charges were brought against him by other than British authorities. Nations which had not recognized the United States might well object to the disturbance of their trade by the seizure of English goods in neutral ships, whether this was done by Conyngham's orders or by the mutinous interference of his undisciplined crew, as in the case of a French and a Swedish prize taken while his cutter, the *Revenge*, haunted the Spanish coasts. The irritation which led to the harsh treatment of Conyngham upon his capture by the British fleet in 1779 was due to his audacity in taking the mail-packet for Holland in the Narrow Seas and bringing her into Dunkirk, whence he had sailed a few days before. In 1777 France still sought to "keep appearances" with the English ministry, and Conyngham was arrested and his prizes restored. This proceeding served to keep his crew in hand, and the *Revenge*, a cutter in which Conyngham was captured after two years of predatory cruising, sailed under bonds to make a direct voyage to America in July, 1777. Conyngham had a naval commission for this vessel from the American commissioners in Paris, but he finished his voyage as a privateer, the cutter having been sold upon her arrival in America early in 1779. His irregular captures had closed all Spanish ports to him before he left European waters, and his privateering course lasted only a month as he was taken off New York on April 27, 1779.

To Sir George Collier, commodore and commander-in-chief of the British ships in America—described in the index as "Commander, R. N."—Conyngham was a criminal who had to be sent to England for

punishment; and shackles and black-holes were within his deserts. Cruelty was abated after his arrival at Plymouth, though he was committed for high treason like other mariners in Mill Prison. The charge of piracy was dropped after Congress had certified that he was duly commissioned and that a British officer should suffer in retaliation for Conyngham's rigorous treatment. While rated as an exchangeable prisoner he had the good fortune to escape to the Continent in November, 1779. He was recaptured in March, 1780, but he seems to have been treated as an ordinary prisoner during the ensuing year. This can hardly be called a "glorious record" for a naval officer, but Mr. Neeser credits him with sixty-odd prizes, only a few of which were successfully brought into port, and his activity doubtless raised the rates of marine insurance in London.

The man himself fails to emerge from the documents here accumulated. He could not tell his own story—even his diary fails to supply a consecutive report; and the only finished piece of sentimental rhetoric attributed to his pen is found in a petition on his behalf from the merchants of Philadelphia, where he was known as a resident. The Conyngham who applied for French citizenship in 1777 may have been another Irishman of that name, though Mr. Neeser does not say so.

The Spanish port called St. Anthonys (perhaps Santander) is neither indexed nor identified. "Comte d'Estaign" in a note is hardly an improvement on Conyngham's phonetic "de Stang"; and Gérard de Rayneval is entitled to his accent. But in general the editorial care shown in this volume is worthy of the handsome form in which the Naval History Society issues its publications.

C. G. CALKINS.

The Diplomacy of the War of 1812. By FRANK A. UPDYKE, Ph.D., Ira Allen Eastman Professor of Political Science, Dartmouth College. [The Albert Shaw Lectures in Diplomatic History, 1914.] (Baltimore: The Johns Hopkins Press. 1915. Pp. 494.)

THE completion of a century of peace between the United States and Great Britain is a supremely fitting time for the present extended review of the negotiations which terminated the War of 1812. If no other reason existed, it would be worth while to press home once more by such a temperate and judicious study as this the realization of how far the two nations have gone along the high road to mutual understanding and appreciation—as far, for example, as from Francis Jackson to James Bryce. This solid volume of eleven chapters gains added significance from its appearance in an hour of acute interest in war and diplomacy, when its statements of England's policy of a century ago regarding present-day questions of blockade, seizure of ships and goods, and the motives and status of her enemy, take on a peculiar meaning.